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THE LOGISTICS GATEWAY OF SOUTHERN EUROPE

The Port of Barcelona is the main transport and services infrastructure in Catalonia, the second Spanish port in terms of total goods traffic and the first in terms of value. The Port channels 24% of Spain's foreign trade and 78% of that of Catalonia. In 2006 the Port, the major Customs port in Spain, handled goods worth a total of EUR 73 billion. The 450 shipping lines operated by 118 ship owners which regularly link Barcelona with 850 ports of the five continents, set it a head and shoulders above other Spanish ports for international traffic.

The Port has nearly forty specialised and multipurpose terminals for attending to the different types of traffic generated in its hinterland - the market which it serves. In addition, the commercial port has a logistics port, the Logistics Activities Area, or ZAL, and an urban port, the Port Vell, which is open to the public.

Total traffic in 2007 was in excess of 51 million tonnes, with 2.6 million containers, 801 406 new vehicles (it is the top Mediterranean port for car traffic) and 2.8 million passengers, of which 1.7 travelled on cruise ships (Barcelona is the top European cruiser port). This volume of traffic was achieved as a result of the ongoing improvements made by the Port of Barcelona's Logistics Community, which has made it a pioneer and a touchstone for port communities around the world in issues such as logistics, quality and technology, which today are being implemented in all the main ports.

The Port of Barcelona's ZAL, created in 1993, is an intermodal logistics services centre linked to port activity, offering its customers the possibility to purchase or rent warehouse space and catering to all their additional needs with tailor-made services for logistics operators. The 66 hectares of phase one are now fully occupied and the most of phase two, covering 143 hectares, has already been marketed.

The Port of Barcelona set up its Quality Plan in 1994, offering a Guarantees Programme providing written assurance of the total safety of the goods, speedy customs clearance and rational handling of cargo. The progressive use of telematic processes of documentary exchange in the different port ambits, providing greater speed and dynamism, has also become a major factor of competitiveness. Barcelona Port Logistics Community's telematics platform, called PortIC, is a joint management tool adapted to the different professional needs of Barcelona's Port Logistics Community. PortIC has incorporated the entire chain comprising transport, importers and exporters and international e-commerce services.

The Port is growing fast in the area of short sea shipping, which offers a combined service for the transport of passengers and vehicles, aimed especially at trucks. A total of 319 144 passengers and 85 586 trucks used the short sea shipping services in 2006. This is a sustainable model of transport, providing improvements in logistics operations and is also more competitive than road transport. The Port has also helped to push forward the creation of the European School of Short Sea Shipping, the first Europe-wide institution dedicated to providing specific training in short sea shipping. Based in Barcelona, the School is a unique training model, with the courses provided on

board ships sailing the regular lines between the Port of Barcelona and the ports of Genoa and Civitavecchia (Rome).

The Port of Barcelona has a series of competitive advantages that could lead it to become the first logistics hub of the Mediterranean: the potential that it enjoys by being located in Barcelona, the largest commercial and industrial centre in the Mediterranean, and in Catalonia, one of the 'motor regions' of Europe; its solid competitive position in technology, quality and logistics; and the geostrategic location with respect to Europe and the Mediterranean.

The Port is widening its market by creating inland goods terminals which bring port services closer to the operators and end customers and help to set its offer of service apart from the competition. The Zaragoza Goods Terminal (tmZ), which opened in 2001, was designed as a platform for the imports and exports of Aragon, Navarre and La Rioja. tmZ is strategically located in the road network of the north of the Iberian peninsula and along the Barcelona-Madrid-Lisbon rail corridor. Likewise, the Toulouse goods terminal (tmT) brings the Port closer to its customers in the French *Midi*. The dry docks of Madrid, located in Coslada and Azuqueca de Henares, provide service to the major logistics and consumer area of the city and region of Madrid, and connects to the other markets of the Iberian Peninsula. Finally, the Port is planning to open new goods terminals in Lyon and the north of France to provide service to central and northern Europe.

In order to attend to the increased traffic and position itself as a touchstone Euro-Mediterranean port, the PoB is creating new port areas and improving accessibility to markets. The Port of Barcelona's enlargement, involving an investment of EUR 18 billion, aims to double the current area to 1 300 hectares. With the new breakwaters practically finished and work well underway on the Prat wharf, the first terminal of the enlargement, the Port has awarded the first terminal of the enlargement to Terminal Catalunya (TerCat) with a stakeholding by the Hutchison Port Holdings group, the leading worldwide terminals operator. The new terminal, with 1 500 metres of berthing line, will have a total capacity to handle more than 2.5 million TEU (containers) a year.

The enlarged Port will be able to handle annual traffic of 130 million tonnes and 10 million containers and will therefore require road and rail accesses with sufficient capacity to allow this huge amount of goods to leave the Port smoothly and speedily. The Port of Barcelona has opted for the railway to connect to its potential markets in the centre and north of Europe in competitive conditions in terms of costs and time, using criteria of sustainability and mobility.

The Port of Barcelona's Rail and Road Accessibility Plan involves building infrastructures with the capacity to operate 180 trains a day, equivalent to 150 000 tonnes/day or 30 million tonnes/year. To channel this large amount of traffic, the Port will have rail terminals in each of the new terminals, in addition to the existing rail terminals, and a large loading and unloading station will be built in the old bed of the river Llobregat. The Plan envisages the building of a new dedicated 2+2 lane road for goods transport, linking the Port up to the Catalan and European motorway network.

The enlargement and the improvement of the accesses are the foundation for the Port to be able to handle new traffic. The Port is working to attract the growing maritime traffic between Europe and Asia, especially with China. Currently only 24% of the goods flowing between Europe and Asia and passing through the Suez Canal are loaded and unloaded in the ports of Southern Europe. The Port of Barcelona, which already handles 35% of all traffic between Spain and Asia, rising to 38% in the case of China, aims to attract a large part of this potential traffic

The enlargement, the increased traffic with Asia, a greater presence in European and Mediterranean markets, the creation of new road and rail accesses and the improved dynamism and efficiency of port processes are all factors that will help the Port of Barcelona to achieve its

strategic aim: to become the gateway to southern Europe and the main Euro-Mediterranean logistics hub.

TRAFFIC 2007	2006	2007	Growth 2006/2007
Total traffic (in tonnes)	47.657.520	51.389.493	7,83%
Containers (in TEU)	2.318.239	2.610.099	12,59%
New vehicles	855.410	801.406	10,84%
Passengers (total)	2.538.751	2.879.864	13,44%